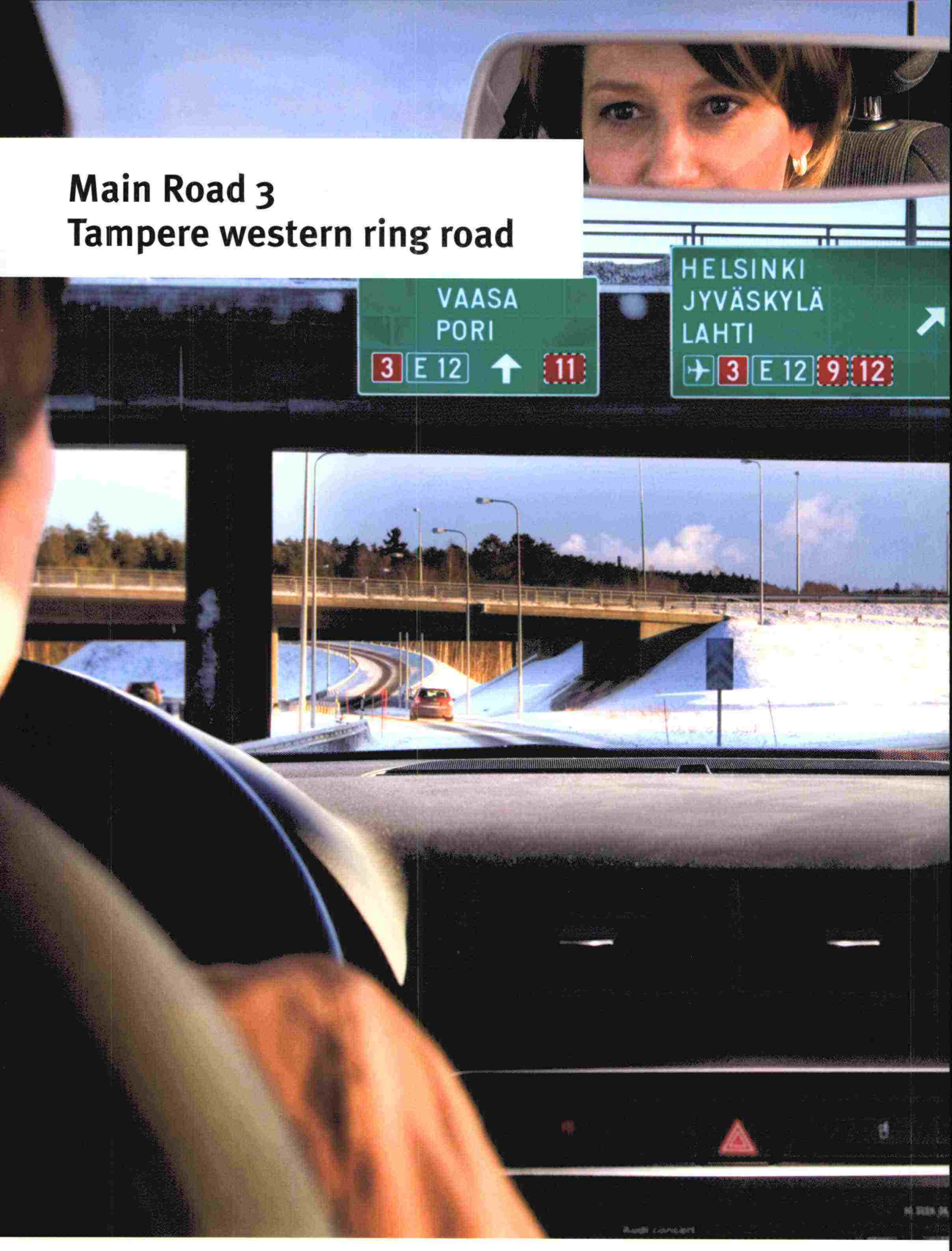


Main Road 3
Tampere western ring road

TIEHALLINTO
FINNISH ROAD ADMINISTRATION

Läntinen kehä Vt3

OPENS THE ROAD TO PEOPLE

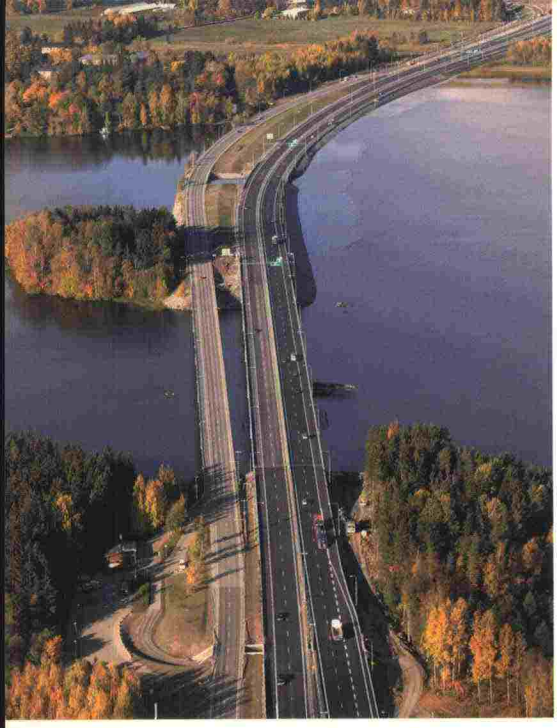


Photo: Hannu Vallas

Rajasaari bridge was the most challenging part during the first phase and of the road construction project as a whole. The new bridge was constructed alongside the existing bridge while the old bridge is still being used for local traffic.

Photo: Juha Immonen

Along the western ring road there are sections where almost 20% of all motor vehicles using the road are heavy vehicles.

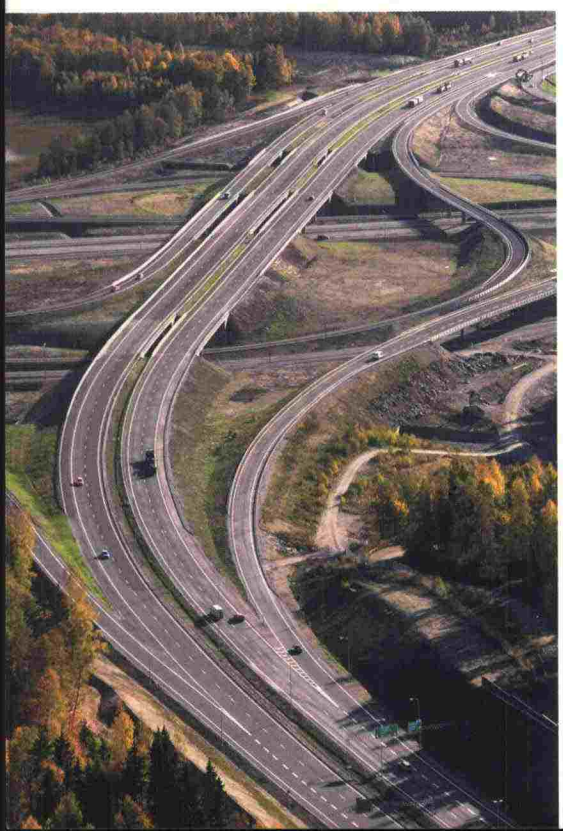


Photo: Hannu Vallas

Completion of the Pitkäniemi grade-separated intersection at Nokia considerably alleviated traffic congestion and the interchange currently meets demands for modern urban motorway intersections.

Main Road 3 – an important traffic route in Finland

Main Road 3 running from Helsinki–Tampere–Vaasa is one of the most important main roads in Finland. It is part of the Trans-European Road Network (TEN) and part of the E12 route.

The 21-kilometre/13-mile stretch from the Kulju motorway to Ylöjärvi is a ring road with both nationally and regionally vital added traffic capacity. The current traffic bottleneck will be removed when the road is completed in 2008.

Completing in 2008

The five-year project to build the Main Road 3 Tampere western ring road will be completed in autumn 2008. The construction project consists of two main phases. Construction of the second phase is currently underway and this work started immediately after completion of the first phase in late autumn 2006.

The road will be upgraded to motorway standard by constructing a second carriageway mainly on the northern and eastern sides of the existing road.

Construction of the Main Road 3 Tampere western ring road began at the end of 2003. The first phase covered the Kalkku–Pirkkala stretch and was completed in 2006. The second phase involves the Pirkkala–Lakalaiva (9 km/6 miles) and Kalkku–Soppeenmäki (6 km/3.7 miles) sections.

Eight intersections during the second phase

The second phase of the western ring road will involve the following phases:

- 4.4 km/2.7 mile stretch of motorway between Kalkku and Soppeenmäki
- 8.9 km/5.5 mile stretch of motorway between Pirkkala and Lakalaiva
- 8 grade-separated intersections, 4 of which will be totally new: Kankaantaka, Linnakorpi, Myllypuro and Pikku-Ahvenisto
- 29 new and 8 repaired bridges. The biggest bridge construction project is the Helsinki–Tampere railway overpass at Härmälä.
- 18 km/11.2 miles ramps
- 12 km/7.5 miles roads and streets
- 5.5 km/3.4 miles pedestrian and bicycle lanes
- 2.5 km/1.5 miles ground water protection in the Soppeenharju ground water areas
- 9 km/5.6 miles noise barriers.

Significant effect on society

The Main Road 3 Tampere western ring road has a significant impact on traffic, business life and the environment in the region.

The new dual carriageway urban motorway removes the worst bottleneck from Main Road 3. Traffic congestion will be practically eliminated and travel times as well as volume of traffic on local roads will be reduced. Influenced by the new road, the number of injuries and accidents will fall and road safety will improve.

Positive influence on business

Completion of the Main Road 3 Tampere western ring road will significantly boost business and regional investments in the area. The new ring road provides logistical benefits and reduces transportation costs. Good road connections also advance development of Tampere-Pirkkala airport and bring benefits to businesses and others using the services.

Advances planning

The uncongested and fast new route allows strong population growth in the Tampere region to be distributed more evenly within the region. This opens up new opportunities for planning and enables planning to better meet the building needs of inhabitants, businesses and industries in the region.

Positive effect on the environment

The new ring road considerably reduces traffic on local roads thus increasing residential satisfaction in the area. The lack of traffic congestion will also lead to reduced emission levels and effective barriers will be constructed to reduce noise. Ground water protection will be enhanced. The new road will follow the existing road, thus minimising the effect on the terrain.

Economically viable

The construction costs of the Tampere western ring road are 114 million euros and will be financed by the State. Municipalities in the region will contribute to the construction costs of connecting roads and public utilities. In financial terms, the project will be extremely profitable, providing more than threefold return on public investments within 20 years.

21 km/13 miles of urban motorway

The length of the Main Road 3 Tampere western ring road is approximately 21 km/13 miles. Within the project, the combination of an old motorway and a main road is transformed into a modern dual carriageway urban motorway with many intersections to benefit the region.

The project will produce:

- 21 km/13 mile stretch of motorway between Soppeenmäki and Lakalaiva
- 11 grade-separated intersections, 5 of which will be totally new: Kalkku, Kankaantaka, Linnakorpi, Myllypuro and Pikku-Ahvenisto
- 70 new bridges, the longest being the Rajasaari bridge that spans 300 m/984 ft across the waterway and 8 repaired bridges
- 33 km/11.2 miles ramps
- 20 km/7.5 miles roads and streets
- 10 km/3.4 miles pedestrian and bicycle lanes
- 5 km/3.1 miles of ground water protection in the Pitkäniemi and Soppeenharju ground water areas
- 16 km/5.6 miles noise barriers.

Vehicle volumes

- Since completion of the first phase, approximately 2,000 vehicles per day have started using the western ring road instead of the Paasikiven-Kekkosentie road.
- Once the ring road is completed, another 3,000 vehicles from the daily traffic flow on the Paasikiven-Kekkosentie road are expected to move across.
- Vehicle amounts are highest in Sarankulma, approximately 36,000 vehicles per day.
- Estimates suggest that traffic flow on the western ring road will increase up to 68,000 vehicles per day by the year 2030.

Source: Finnish Road Administration 2006

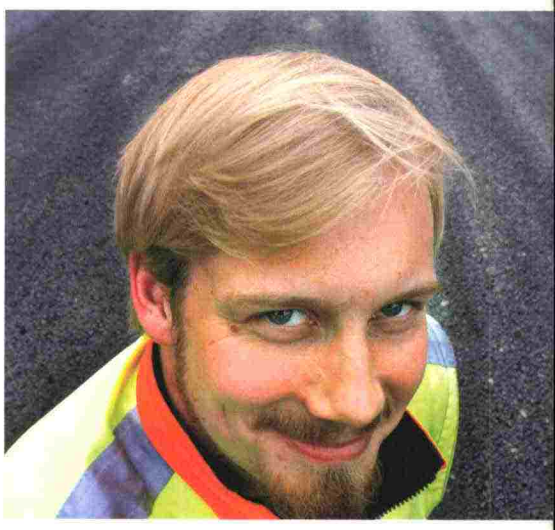


Photo: Petri Laitinen

Construction of the ring road will directly involve 250 people and a further 500 people indirectly.

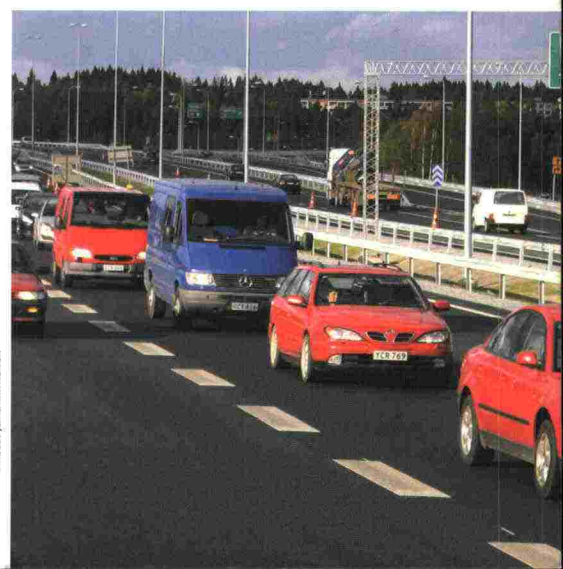


Photo: Juha Immonen

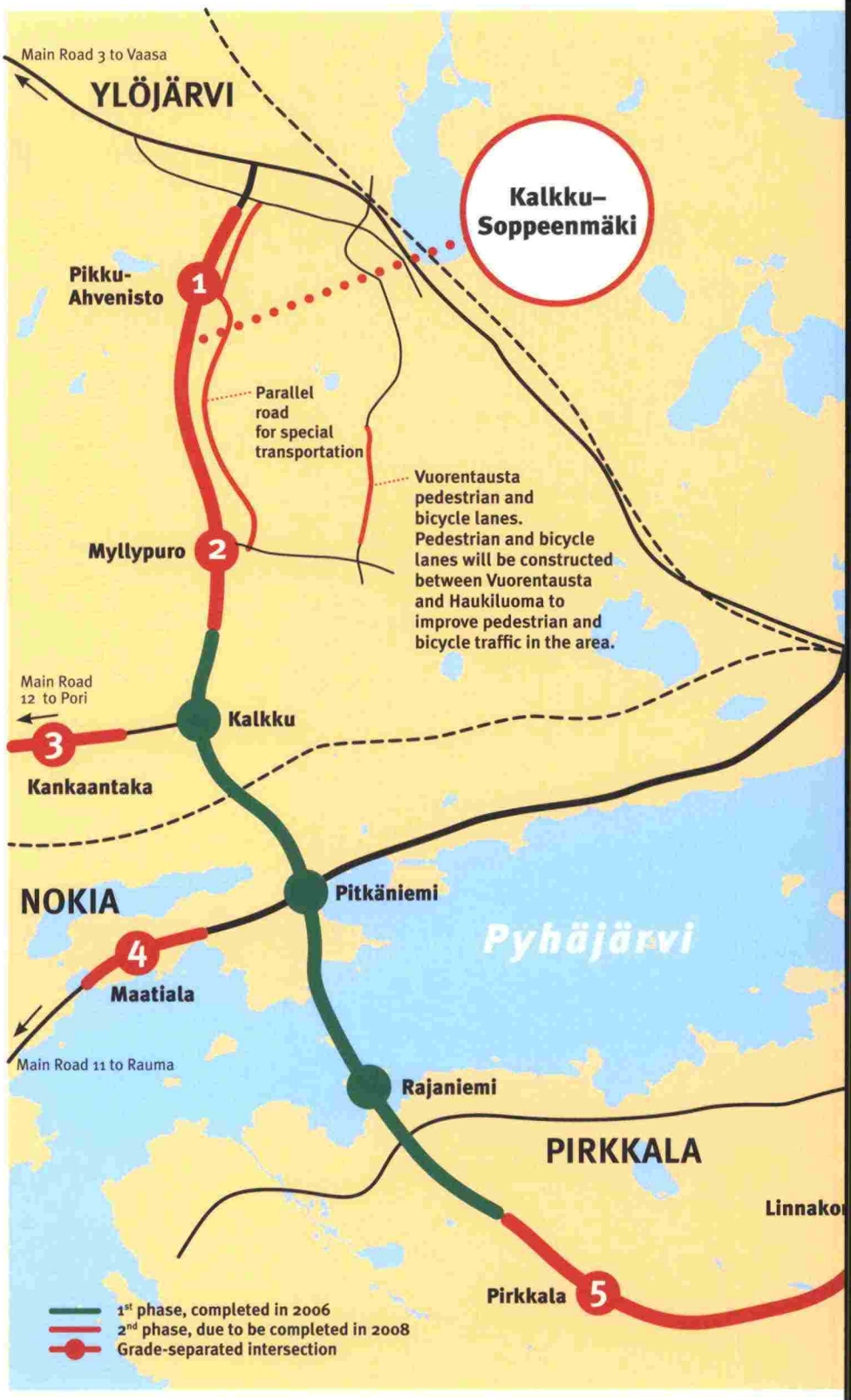
The western ring road will remove the worst bottleneck on Main Road 3.

Läntinen kehä Vt3

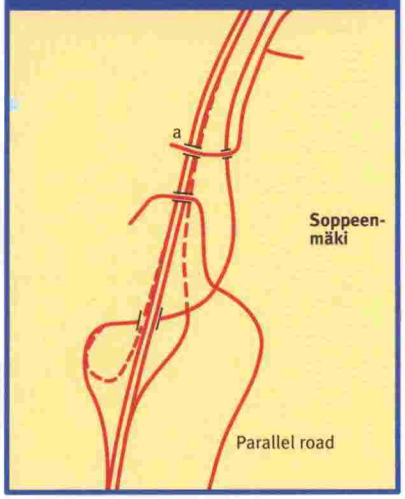
OPENS THE ROAD TO PEOPLE

MAIN ROAD 3 TAMPERE WESTERN RING ROAD
Pitkäniemi grade-separated intersection, October 2006

Photo: Hannu Vallas



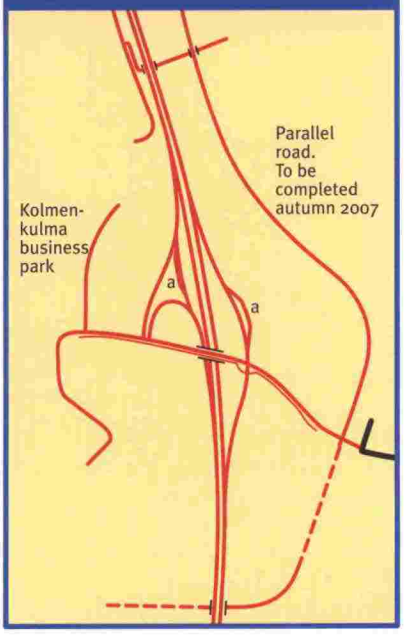
1. Pikku-Ahvenisto grade-separated intersection
To be completed summer 2008



- An elegant pedestrian and bicycle overpass will be built in Malminmäki in the vicinity of intersection (a). Motor vehicle traffic from the south to Soppeenmäki will use the Pikku-Ahvenisto grade-separated intersection. Ramps from the north will be constructed later.

Provisions for ramps
Bridge, overpass or underpass

2. Myllypuro grade-separated intersection
To be completed in summer 2008



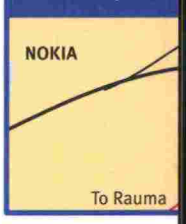
- Vehicle inspection areas for heavy vehicles (a) will be constructed adjacent to the intersection. Motor vehicle traffic from the north to Kolmenkulma business park will use this intersection.

Provision for roads

3. Kankaantaka grade-separated intersection
To be completed autumn 2007

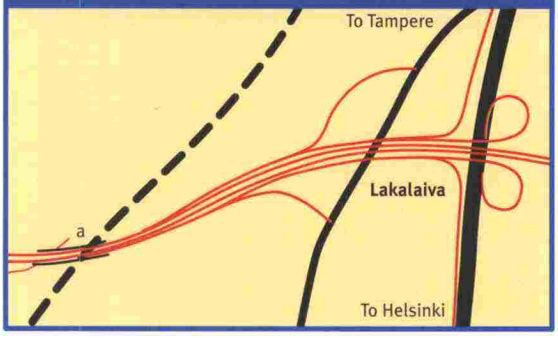
- Motor vehicle traffic to Kankaantaka industrial area and to Kolmenkulma business park from the direction of Pori will use this intersection.

4. Maatiala grad
To be completed



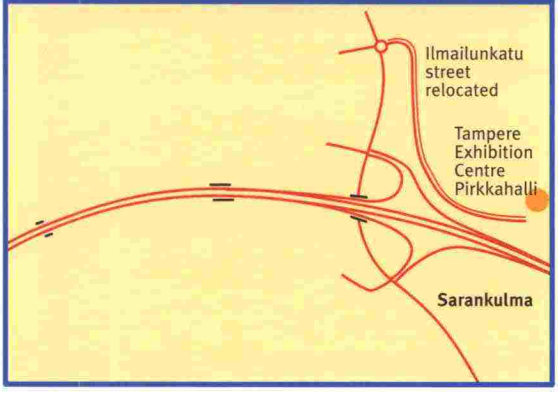
- The current inters
of noise barriers v

8. Lakalaiva grade-separated intersection
To be completed autumn 2008



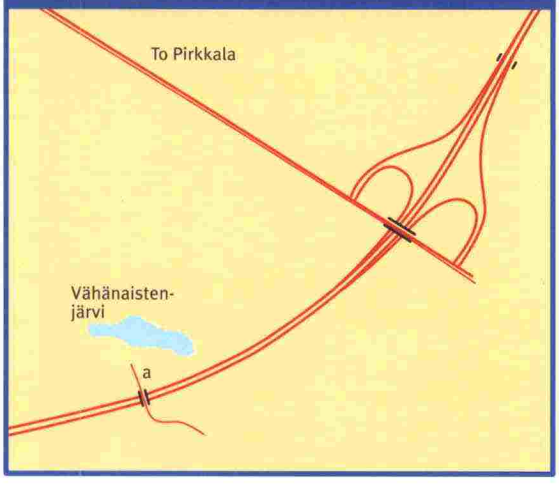
- Existing ramps will be improved and, alongside the current railway overpass, a similar 180 metre/ 590.55 ft bridge, the Härmälä railway overpass, will also be constructed.

7. Sarankulma grade-separated intersection
To be completed summer 2007



- As the main intersection for the Partola area and the Pirkkahalli exhibition centre, the Sarankulma intersection will have the heaviest traffic volume. Ilmailunkatu street will be relocated.

6. Linnakorpi grade-separated intersection
To be completed summer 2007



- A significant business estate is planned in the vicinity of the new intersection to Pirkkala. The Vähänaisten-järvi overpass (a) over the motorway serves recreational use of the Lempäälä and Pirkkala regions.

ted intersection
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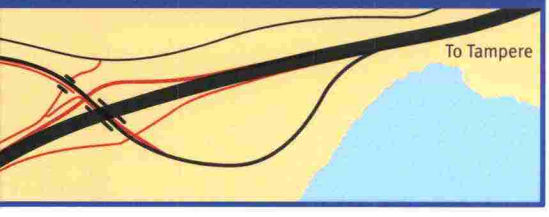
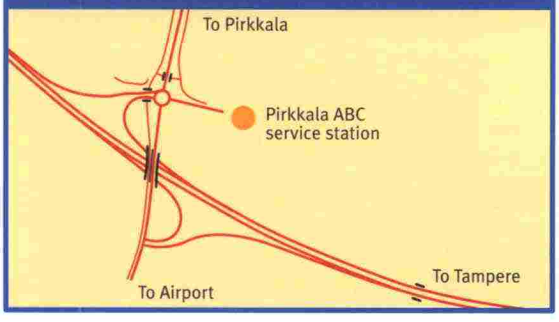


ll be enhanced with the use of ramps. Two kilometres
nstructed at the intersection.

5. Pirkkala grade-separated intersection
To be completed autumn 2007



- Pedestrian and bicycle connections will be enhanced with construction of a new bridge. Access to the service station will be via a new roundabout.

The Malminmäki overpass is the most outstanding element of the western ring road. The new pedestrian overpass near Pikku-Ahvenisto grade-separated intersection provides skiers and other outdoor exercise fans with safe passage across the busy junction.

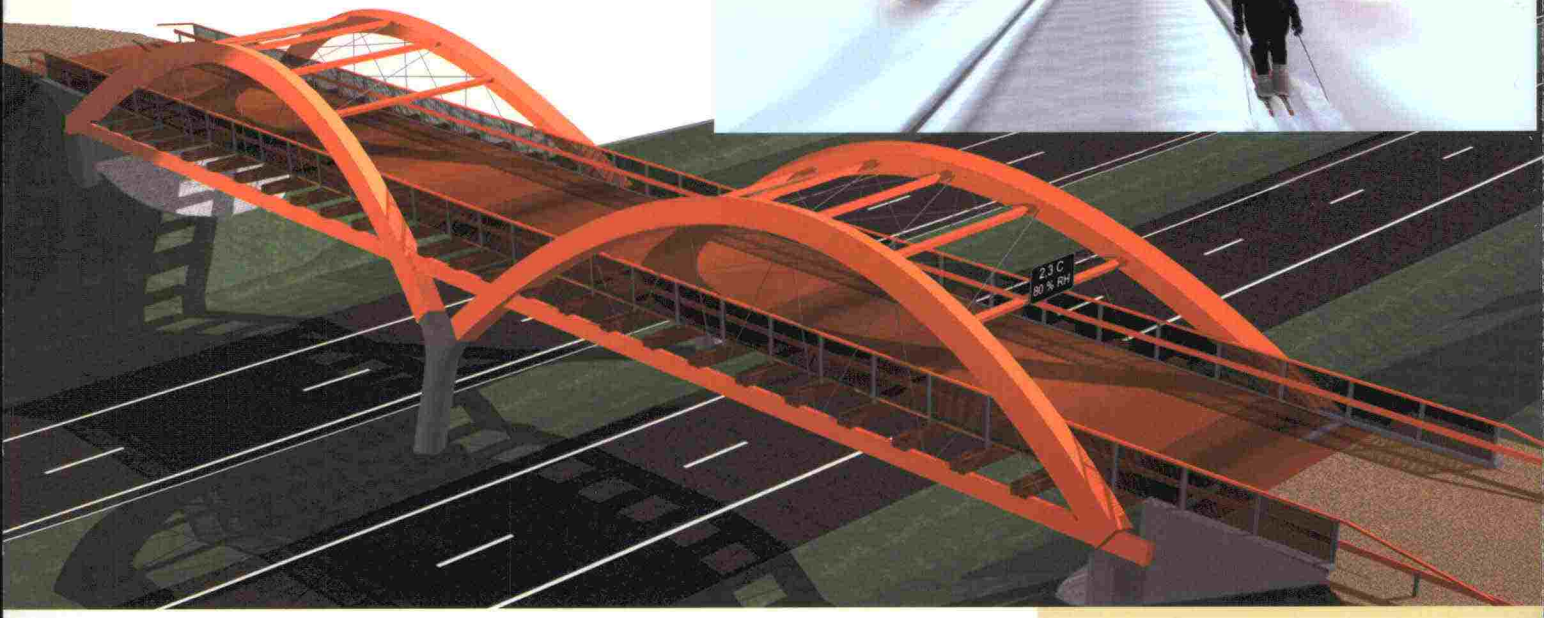


Photo: Hannu Vallas

Environmental effects will be minimised. At the Pitkäniemi grade-separated intersection and ramps, 1.3 km/0.8 miles of first class ground water area protection was constructed. The noise barrier by Pitkäniemi hospital was enhanced.

Photo: Hannu Vallas

Kalkku roundabout in Nokia constructed as part of the first phase of the western ring road is the first Dutch type roundabout in Finland. The roundabout is equipped with traffic lines that guide the driver to the exit ramp according to the lane selected when joining the roundabout.

Läntinen kehä Vt3

CONTACTS AND FURTHER INFORMATION

Traffic announcements and basic facts about the project are available from www.lantinenkeha.com

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